

ESTABLISHED 1881

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SINGLE COPY, 10 CENTS

Intimations.

One of the most prominent Medical men of
China said :

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

Hongkong, 2nd October, 1907.

X THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED.
A Large Assortment of **EVENING GOWNS**
from \$60.
Also Furs, Feather Boas, Trimmings, &c.

CHAMPAGNE.

BRASS & IRON CURB SUITES.

FIRE IRONS. FIRE BRASSES.
COAL VASE TONGS.
FIRE SCREENS. FIRE GUARDS

LANE, CRAWFORD & CO. [B5]

GUINNESS'S STOUT

BASS PALE ALE

"HORSEHEAD" BRAND.
IN QUARTS, PINTS, AND SPLITS.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

HONGKONG, CANTON & MACAO
STEAMBOAT COMPANY,
LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 2nd December,

THE Company's Steamship

"SULAN"

will depart from DOUGLAS WHARF at 9 A.M.
Returning from Macao at 5 P.M.
Meals and Refreshments supplied on board.

Saloon, Return Fare.....	\$4.00
" " " on the following day	5.00
" " Single	3.00

Popular Excursion Rates as usual.
 Children under 12 years Half-Price.
 NO CHITS will be accepted, and servants' passage must be paid for.

SECRET

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

Houghton, 16th December, 1907.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager. (26)

VICTORIA HOTEL MACAO HOTEL

VICTORIA HOTEL,
(TELEGRAMS—VICTORIA—SHAMEN),
SHAMEN, CANTON,

ON THE BRITISH CONCESSION, H. HAYNES, Manager.

**BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCE
EUROPEAN MANAGEMENT.**

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

HOTEL CRAIGERLIN

..... PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the **MANAGER,**
HONGKONG, 2nd July, 1900. 13

Journal of Management Studies, 19(1), 67-80.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	" H. I. Black.
"FATSHAN,"	2,260 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" B. Branch.
"HEUNGSHAN,"	1,998 "	" R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 1 P.M. and 5 P.M. (Sunday excepted). S.S. "KINSHAN" will use the Wharf near the Central Market, other steamers will use the Coy's Wharf.

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

ALL PAYMENTS MUST BE MADE IN CASH. CHITS CANNOT BE ACCEPTED.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain W. A. Valentia.
"SUI-TAI,"	1,651 "	" G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	1,588 tons	Captain S. Bell Smith.
"NANNING,"	1,509 "	" Mackintosh.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BULLERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 14th December, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXCELLENT.

For further information apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.
BARRETTO & CO.,
General Agents.

Hongkong, 22nd October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU,"	1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN,"	1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents: Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

Hotel.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-Class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.
Telephone Address:
"CHEF" HONGKONG,
Telephone No. 84Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling Alloys.
Moderate Terms and No Extras.
Modern Management.O. E. OWEN,
Proprietor.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama Harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 406, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

SANDAKAN	"BORNEO" Capt. F. Semblil	WEDNESDAY, 10 A.M., 18th Dec., 1907.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ REGENT LUITPOLD" Capt. H. Kirchner	WEDNESDAY, Noon, 18th Dec., 1907.
SHANGHAI, NAGASAKI, HIOGO and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	About WEDNESDAY, 18th Dec., 1907.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. Minssen	THURSDAY, 5 P.M., 2nd Jan., 1908.

EXTRA STEAMER.

EUROPE VIA PORTS OF CALL	"BACHSEN" Capt. Wollemas	About WEDNESDAY, 25th Dec., 1907.
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For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 18th December, 1907.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.
TJIPANAS	JAVA	Second half Dec.	JAVA PORTS	First half Jan.
TJIMAH	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS	JAVA	First half Jan.	JAPAN	First half Jan.
TJIKINI	JAPAN	First half Jan.	JAVA PORTS	Second half Jan.
TJILATJAP	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st floor,
Hongkong, 10th December, 1907.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th Dec., 1907.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1903.

COMMERCIAL.

FREIGHT MARKET.

Messrs. Lambs & Rogge write on 14th inst.—The past fortnight has again been a very depressed one. As for prompt loading, offers for any employment for steamers are almost entirely absent. Occasional chartering orders are already beginning to come forward from Saigon for shipment in February, but owners so far decline to meet the inquiries on account of the low rates offered by charterers.

As regards Southern affairs, there have been three fixtures for prompt dates from Saigon for this port at 11 cents, and another, middling-sized boat is being inquired after at same rate, but it goes without saying that only vessels trading regularly between the ports will accept such terms. There is very little left now of the old crop's produce, and the still available remnants are being held for higher prices.

Saigon to Philippines, there has been some inquiry resulting in a charter at 20 cents per picul for 25,000 piculs; and in addition some of the Manila-owned boats are said to have been taken up elsewhere.

Saigon to Java, the fixture of a Norwegian boat is reported at 23 cents.

Shipments from Bangkok to this are still going on by the regular boats, and business on a larger scale cannot be looked for until the new season has opened.

From Java there is no demand for tonnage in any direction.

Ancient Northern freight, nothing fresh can be said. The closing rate from Wuhu and Chinkiang to Canton for rice stands at 16 candelars.

From Japan a few more coal charters are on record: Meiji to this at \$1.4. Wakamatsu to Canton at \$2.20, Kuchinozu to Hongkong \$2.00. On monthly terms two small vessels have been secured by local Chinese at very low rates. It is understood that the vessels will be employed in the Saigon trade.

Sail Tonnage loading or to load:—Brit. bark Lawhill, 1,950 tons, arrived 18th August.

Sail Tonnage Disengaged:—None.

Departure of Sailer:—Brit. bark Edipia, December 3rd, for Baltimore.

LOVE IN WORKHOUSE.

BROKEN-HEARTED SEPTUAGENARIAN HANGS HIMSELF.

An extraordinary story of love in a workhouse was revealed at an inquest on 14th ult. on George Horwood (in his seventieth year), who was found hanging on the workhouse gatepost at Sanderton, near High Wycombe.

The deceased, who was an inmate of the workhouse, used to take the letters to the neighboring village of Bradenham to post, and as he did not return at the usual time at eight the porter went in search of him, failing to discover him until, returning on his bicycle, he saw the deceased hanging from the post.

Endearing letters in relation to another inmate of the workhouse were produced at the inquest. One read as follows:—

Dear Jane, I am going to die for you for I love you so dearly, and dear Jane, I can not live like we are at present, for dear Jane, you used to say that you loved me dearly, and no one else, but you have been false and deceitful to me, Jane.

That has been the cause of all this trouble, and now I am dying for you, dear. Good-bye, and God bless you. Your true and broken-hearted lover,

G. HORWOOD.

A verdict of "Suicide while temporarily insane" was returned.

EXPLOSIVE GLASS EYE.

REMARKABLE EXPERIENCE OF A NEWPORT WOMAN.

A new terror has been added to the life of the Man with a Glass Eye.

It is the Explosive Eye—concerning which the "Western Mail" (Cardiff) describes "a strange and probably unexampled catastrophe."

Mrs. Richard, a young woman living in Newport, who lost the sight of an eye in an accident some years ago, replaced the damaged eye with an artificial one. This did duty till a few months ago, and then, becoming dissatisfied with it, she purchased a more expensive one.

Early one morning, says the "Western Mail," this new eye exploded "with a report like the firing of a gun."

"She was very much startled and pained," continues the narrative. "The explosion caused the artificial eye to fit so tightly in the orbit that it was with the utmost difficulty that it could be got out."

An examination showed that a piece of the glass at the back of the eye had "blown." Instead of diving backward and embedding itself in the flesh of the orbit, it had gone forward into the cavity in the glass eye.

AMERICANS AND THE NUDE IN ART.

In Philadelphia, twelve years before the appearance of the Atlantic, a few casts from the antique created something very like a public scandal; and when, at an earlier period, Greenough's Chanting Cherubs, the first group by an American sculptor, was exhibited, a storm of condemnation enveloped the undraped figures; nude babies were familiar in American homes, but their appearance in public shocked the moral sense of the whole community. This was in New York, where, still earlier, gentlemen who lived by piracy had been influential members of society. The symbolism of Powers' Greek Slave and the passionate sympathy with the Greek struggle for freedom diverted attention from the nudity of the figure to the pathos it expressed; but it was thought necessary, in the interests of public morals, that the fair captive should be examined by a committee of experts. Accordingly a group of clergymen in

To Let.

TO LET.

CROWNSNEST, Baker Road, unfurnished or partly furnished.

Apply to—

C. I. GORHAM,

3, Ladder's Street,
Hongkong, 2nd December, 1907. [1048]

TO LET.

OFFICES on TOP FLOOR, No. 3, CONNAUGHT ROAD, facing the Cricket Ground.

HATHERLEIGH, Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 108, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st December, 1907. [620]

TO LET.

A HOUSE in KNUITSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st December, 1907. [660]

TO LET.

NO. 11, SEYMOUR ROAD.

With possession from 1st December next.

Apply to—

THE COMPTON DEPARTMENT,

Jardine, Matheson & Co., Ltd.,
Connaught Road Central.

Hongkong, 22nd October, 1907. [940]

TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.

No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

LEIGH & ORANGE,

1, Des Vœux Road.

Hongkong, 15th October, 1907. [922]

TO BE LET.

SUITABLE OFFICES, in No. 2, PEDDER STREET. Two very spacious, bright and airy rooms. Rent moderate.

Apply to—

"Y. Z."

C/o Hongkong Telegraph.

Hongkong, 4th December, 1907. [1060]

TO LET.

NO. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO., LD.

Hongkong, 19th October, 1907. [933]

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.

Apply to—

COMPTON DEPARTMENT,

Jardine, Matheson & Co., Ltd.,
Hongkong, 14th October, 1907. [665]

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 50 lbs. net \$3.00 per Bag ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 3rd October, 1907. [148]

FAIRBREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK.

BY

SIEMSEN & Co.

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907. [144]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M., daily Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE,
Manager.

Hongkong, 22nd Dec., 1907. [156]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10c) per Single Copy.

THE MANAGER.

Hongkong Telegraph Co., Ltd.

Hongkong, 16th December, 1907.

Intimations

Hong Kong, 10 December, 1967

Hongkong, 3rd September, 1947. (K)

WILL test your eyes free of charge, and if they are wrong will put them right.
 Lenses Ground. All kinds of Kephals. Spectacles for all requirements.
 Ask or write for Illustrated Booklet on "Defective Sight" — free.
 LONDON. CALCUTTA. SHANGHAI.
 51, John Street, Bedford Row, W.C. 59, Bealack Street. 506, NATHAN ROAD.

Intimation.



A. S. WATSON & CO.,
LIMITED.

THE GREAT
POPULARITY

OF

Watson's

E

VERY OLD LIQUEUR

SCOTCH
WHISKY

HAS BEEN ATTAINED BY ITS
CONSISTENT EXCELLENCE

OF

QUALITY.

IT IS A

PURE MALT WHISKY

OF

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$15.00

A. S. WATSON & CO.,

LIMITED,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS,

Hongkong, 30th November, 1907.

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hoock Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not be responsible for any rejected MS., nor for any contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$80 per annum

WEEKLY—\$13 per annum

The rate per quarter and per month, proportionally.

Quarterly issue is delivered free when the address is accessible to messenger. On order sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue in any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTH

On December 11, 1907, at Shanghai, to Mr. and Mrs. Y. KUMSOO, a daughter.

MARRIAGE

On November 27, 1907, at Ningpo, Captain Remyer Dolan, to FRANCES MARY, second daughter of Colonel and Mrs. G. Christie, Short Heath Lodge, Farnham, Surrey.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 16, 1907.

EFFECTS OF CANTON-HANKOW
RAILWAY DELAYS.

It is hard to understand why the astute, thoughtful and far-sighted people of Canton have apparently so far failed to realise the fact that so long as the Canton-Hankow railway continues a nebulous quantity so long will the question of the control of the West and North Rivers be a matter of stress and worry. For many weary months, long before the time when the patrolling of the West River had reached the acute stage, at which it stands to-day, we have indulged in hope following hope that the actual work in connection with the construction of the railway would be commenced at last, that the Chinese would be so captivated by the results achieved through their own energy, that it would be a case of Cairo to Khartoum over again and that the natives of the South, at all events, were not vain-glories when they spoke of their ability to finance and manage their own undertakings. Yet what have we seen but a series of petty bickerings and begrudgings and jealousies;

each individual evidently careless whether the bone fell to him so long as it did not come within the clutches of an opponent. We firmly believe that Mr. Chang, the ex-Minister of the Interior, could have carried matters to a speedy and successful conclusion if he had been allowed his way, that is to say, if everybody had bent to his will, taken his word for granted and trusted for the best. But the day of the autocrat is over, even in China, and Mr. Chang with all his foreign experience finding it impossible to get what he wanted resigned the thankless office of president to the Company and resumed private life. For a few weeks past Sir Chengtung Liang Chang has been at the head of affairs, but what he has done since he assumed that important position it is impossible for us to say. We have heard now and again of Sir Chengtung being here and there throughout the Kwang Provinces and have made the futile guess that he was engaged in perfecting the arrangements for beginning the work in such earnest fashion that before another Chinese New Year has come and gone we should have been on the verge of realising the advantage of having a foreign-bred native installed as the head of one of the great branches of the Imperial Chinese railways. To start with, it is not a happy augury for the success of an undertaking when the leading light straightforwardly declares that he has no desire to have anything to do with the railway in any shape or form, and when that statement is backed up by numerous faints and apparent subterfuges to evade the appointment, the prospects of the railway become none the more halcyon. And again, because a man has proved an accomplished diplomat and has been accepted as a *persona grata* in the two great English-speaking countries is not to say that he possesses at the same time all the other virtues of commercial genius, sound judgment in commercial affairs or engineering insight, granting for a moment that the delay in proceeding with the Canton-Hankow line has been due to no fault on the part of the manager at all, how can it be explained that months ago the material for the Canton Waterworks Company, a new concern, was lying at the wharves at Kowloon, and has long since disappeared in the direction of Canton; that the recently-projected iron bridge across the river would have been begun but for the untimely demise of the promoter which brought about the liquidation of the Company; and that the British section of the railway to connect Kowloon with Canton is being rushed through at top speed? If other Chinese and foreign undertakings can succeed in this way, why does the Canton-Hankow railway lag behind? Supposing that two or three years ago when the people of Kwangtung were excited up to their eyeballs at the prospect of themselves owning and operating the line in question, and securing dividends which would be without parallel, because the administration would be cheap, efficient and actuated by the single idea of advancing the interests of the shareholders, supposing a start had then been made with the line most of the objectionable practices which still exist in connection with the shipping of the Canton river delta would to a great extent have disappeared. For if your pirates and robbers and despoilers of fishing fleets find that their practice is waning owing to a diversion in the trade routes they are not likely to continue unremunerative labours longer than they can help. The genial old Viceroy Chang Jen-chun, who has managed to get himself into hot water through his over-careful exhibition of an indisposition to do nothing, was the gentleman who had the calm assurance to suggest, quoting from memory, that because piracy had been endemic in the West River from times immemorial it was impossible to conceive that the remedy could be discovered at this late day. But in order to appease the worried Waiwups he agreed to the acquisition of a fleet of four "cruisers" which would protect the long reaches of the West River from piratical gangs. The fleet was to cost, if we remember rightly, something like \$200,000. What country more surprised than China when Great Britain flung a dozen gunboats, river cruisers and torpedo-boat destroyers into the West River with instructions to search all suspicious craft and to take nothing for granted? Does anybody believe for a moment that the action of Great Britain was taken without previous consultation with the Powers and an expression of their entire unanimity in the scheme? It was a plain business proposition which could not be shirked any longer in face of the conjurings and arguments of the China Association branches and when the step was taken everybody realised how much better it might have been if it had been taken years ago. And yet there might never have been any need for this technical invasion of Chinese authority had those at the head of the Canton-Hankow Railway Company performed their duty in the first instance.

LAU MING, an earth cooile, was at the Police Court, this morning, convicted of the larceny of \$22 worth of brass from the Quarry Bay Shipyard, yesterday. Mr. Gompertz sentenced him to six weeks' hard labour and six hours' stocks.

LOCAL AND GENERAL.

A VOLCANIC mountain in Hida province, Japan, is in eruption.

The English mail of the 16th November was delivered in London on the 14th inst.

THE members of the Hongkong Police Force have issued invitations for a dance, at the City Hall, on the 24th inst.

PRESIDENT Roosevelt will nominate a commission to arbitrate in the strike of the miners on the Nevada goldfields.

Mr. Loria Andrews is actively engaged in Washington in an impeachment of Judge Willey. The result of the campaign is at present indefinite.

We are in receipt of a calendar for 1908 from the Western Fire and Marine Assurance Co., for which Messrs. Wm. Meyerink and Co. are the agents in Hongkong.

THE Shanghai Electric and Asbestos Co., Ltd., announces that an interim dividend of four per cent. for the current financial year will be payable on and after January 15, 1908.

A TOKIO despatch of 12th inst. to the *N. C. D. News* says:—There have been twenty-four cases of small-pox at Kobe up till yesterday, including that of a stoker on board the str. *Indrapura*.

THE following telegram was received by the American consulate general from the Manila Observatory, at 6 p.m., yesterday:—December 15, 1907, at 3 p.m. Typhoon South: Yap Western Carolines.

THE Superintendent of the Alice Memorial and Affiliated Hospitals begs to acknowledge with grateful thanks the sum of \$4,000 (four thousand dollars) from Chinese Procession Fund per Messrs. Ho Tai Shan and Chau Siu-ki.

THE Chinese Engineering and Mining Co., Ltd., announces that the total output of the Company's three mines for the week ending November 30, 1907, amounted to 20,388.06 tons and the sales during the same period of 18,691.13 tons.

Col. Pereira, D. S. O., British Military Attache, at Peking, is in town, as also Major Williamson, of the Army Service Corps, from Hongkong, making the necessary arrangements for the arrival of the Cameron Highlanders. The houses for officers of this battalion are being pushed on rapidly in Bruce Road.—*China Critic* (Tientsin).

A SERIES of lectures to ladies on "First Aid" will be given by Dr. W. V. M. Koch, in St. Paul's College, on Fridays, at 5 p.m. The first lecture will be given on Friday, 20th inst. An attendance fee of \$2 will be charged for the purpose of defraying incidental expenses. Text books (50c. each) and illustrated triangular bandages (25c. each) may be obtained from the hon. secretary, St. John's Ambulance Association.

WE are requested to state that the Very Rev. Father M. A. MacDonnell, C.S.S., of the Redemptorist Congregation, has been invited by the committee of the "Catholic Union" to deliver a public lecture in their reading room to-morrow, Tuesday, the 17th inst., at 6 p.m. The subject of the lecture will be the "Foundation of Belief." The Rt. Rev. Bishop Pozzoni will take the chair, and the "Catholic Union" will be open to the general public from 6 to 7.30 p.m.

NEWS was received here yesterday, reports the *N. C. D. News* of the 11th inst., of the death in Rome of Mr. John Goodnow, formerly U.S. Consul-General at that port. Mr. Goodnow came to Shanghai, to succeed Mr. J. R. Jernigan as Consul-General, in 1897. He was born at Greensburg, Ind., in 1858, and was a son of James Goodnow, Lt.-Colonel of the 12th Indiana Volunteers. Mr. Goodnow graduated at the University of Minnesota in 1879 and resided in Minneapolis until he came to Shanghai. He was a man of strong character and marked ability and in many respects performed the duties of his office exceedingly well. During a portion of his tenure of office he was the Senior Consul here. He made many enemies and not a few friends, and the circumstances which led to his removal from this post are too generally known to need mention here. After leaving Shanghai, he was for a time attached to the staff of the Viceroy at Nanking.

C. A. HYLANDER caused some merriment at the Police Court this morning. He went to a native barber's at Chiuchoong street yesterday where the tonsorial artists failed to render an account of themselves to their patron's satisfaction. This aroused Hylander's righteous indignation who emphasized it by raising a war with the barber's tubs, stands, etc. To appease the foreigner's wrath an abler was summoned in the person of a police officer who had the belligerent brought before Mr. Hazeland, the Police Magistrate, this morning. When the charges were read out to him Hylander, indignantly, remonstrated: "Wat, dru-uck! dru-uck! No, not dru-uck!" Although he pleaded guilty to disorderly behaviour, His Worship settled the doubt in the desultory mind by ordering him to pay 50 cents' compensation to the barber, or 4 days, and \$7 for riotous conduct, or 11 days. Alleging the scarcity of "Mexicans" which he had read local Bankers stated to be a fact, Hylander resigned himself to the warder's care for the next fortnight.

WEST RIVER PATROL.

SUGGESTED BOYCOTT OF BRITISH STEAMERS.

PROPOSED ESTABLISHMENT OF CHINESE LINE.

The reports which have reached us from our correspondent at Canton for the past few days give evidence that, instead of the agitation abating, the movement directed against the presence of the British flotilla on the West River is gaining weight at all the more important centres along the delta. The reported overhauling of launches by one of the torpedo boats attached to the fleet led to a desire for more information on an incident, which, trivial in itself, has been seized by agitators to inflame the minds of the people against the action of Great Britain in mobilising and maintaining the flotilla on the Canton delta. An interview with a Chinese gentleman having tral connections with Wuchow and other riverine ports, by a representative of this paper this morning, elicited much first-hand information of special interest bearing on the subject.

Reference was, in the first place, made to the monster meeting held at Wuchow on the evening of the 10th inst. From what we could gather it was attended by the entire body of the local gentry and merchants. The speeches were vehement in character and were directed against the presence of the British flotilla on the river. In the opinion of the speakers the advent of the British warships must be regarded with suspicion, inasmuch as, it was thought, they were a menace to Chinese sovereign rights, an encroachment upon the territorial waters of China, and a wresting of the privileges pertaining to the Government of the Province by the policing of her own highways of commerce by a Foreign Power.

The meeting then proceeded to consider the question of the advisability of establishing a fleet of steamers, suggested at six in number, to be registered under the Chinese flag and to be engaged on the West River trade. The main idea underlying the scheme is to boycott the existing lines of steamships, the majority of which fly the British flag, and to ultimately, if practicable, oust the British traders from the river altogether. In order that competition might be successful the propounders of the scheme suggest that four steamers should be placed on the Hongkong-Wuchow run, and the other two on the Wuchow-Canton run in direct opposition to the stern-wheelers now operated by the powerful Joint Companies, viz. the Hongkong, Canton and Amoy Steamboat Co., Ltd., Messrs. Butterfield & Swire and the Indo-China Steam Navigation Co., Ltd. (represented by Messrs. Jardine, Matheson & Co., Ltd.). The question of the necessary capital for the company presented no difficulty in the minds of the speakers who said that, if Chinese merchants would only give an undertaking to ship cargoes in their own vessels or in any other than British bottoms, the wherewithal for constructing and equipping the vessels would be forthcoming. Our representative was informed that at the meeting an initial capital of \$300,000 was then and there guaranteed for the patriotic enterprise.

The meeting also resolved that, in the event of the maintenance of the British flotilla being continued, the Chinese steam-launch owners pledged themselves to fall in line with the parent Guild in Canton by having all their vessels transferred from under foreign flags into Chinese colours on and after the 1st day of the 12th month, i.e., the 4th prox.

THE TORPEDO-BOAT INCIDENT.

Our informant related what transpired at the meeting. The narrative is given in the words of the Chinese merchant rendered into English:—"One of the speakers at the meeting laid stress on an incident that is alleged to have occurred some days ago during the stay at Wuchow of the British torpedo-boat A-35. The incident in question, so it is said, consisted in the arresting of four Chinese soldiers on board of a Kwai-lin launch, by a boarding party from the torpedo-boat. The Chinese account is to the effect that a party from the A-35 boarded this launch and found four Chinese soldiers, with accoutrements, on board. I am not quite clear on the point, but I understand that these four men were in multi and contented themselves with saying they were there to safeguard the launch from pirates, and had been put on board by the Kwei-lin military authorities. The British sailors took these men aboard their vessel for further investigation, and whilst the inquiry was being conducted a request from the Police Magistrate was received asking for the release of the men, with an explanation of their proper status and mission. The request was immediately complied with and the four Chinese "braves" accordingly released. The reported action of the British vessel was considered high-handed and arbitrary and it was pointed out was a sample of the treatment to which Chinese vessels and Chinese were subjected, and what was more, were liable to in the future." As stated, the ouster agitators worked upon the credulity of the listeners, by rhetorical efforts, in depreciating British action and attributing to this insignificant incident exaggerated motives and intentions on the part of the British sailors in searching an inoffensive Chinese trading vessel and causing the ignominious arrest of four officers of the Government. Whereas had the four guards given correct information, in the first instance, when questioned as to their presence on board the launch nothing more would have been said or done. As to the right of boarding a Chinese launch by the A-35's men that was most likely in order, as it is inconceivable that such an action would have been taken, hastily by a British naval commander on his own initiative and without reference to the authority necessary for such a step.

A FEW CONSIDERATIONS.

We are impelled to offer a few considerations in the light of the foregoing interesting statements obtained by our representative.

Regarding the scheme for the formation of a new line of steamers, we are sufficiently sceptical to doubt the sincerity of the promoters of the project. The present combination of steamers on the West River would be more than able to cope with the proposed opposition, if the people carry out their intentions. The capital necessary to build and equip the proposed new fleet is far greater than what can be raised in a port of the size of Wuchow, and the scheme would be sure to fail, unless financial assistance is received from capital in Hongkong and Canton. The present conditions of trade on the West River would not warrant the expenditure that would have to be incurred in starting the new venture regarding it as a purely commercial undertaking, and even if the proposal were realised the Chinese would find themselves in a very short while in the unenviable position of having cut their noses to spite their faces. In the present position of affairs the matter may be regarded, as, to say the least, purely chimerical. That there is the possibility of decreasing the freight rate of the West River steamers under the British flag, it cannot be gainsaid; but the merchants, whilst wanting to keep in step with the local gentry, realise that they are raising a question that is more than likely to prove detrimental to their own business interests.

ACTION IN CANTON.

EXTRAORDINARY PROPOSALS.

[From Our Own Correspondent.]

Canton, 14th December.

On the 11th instant another mass meeting was held in the offices of the Self-Government League. There was a very large gathering present. Messrs. Wong Shu-ping, and Kong Shu-chuan were voted to the chair. At the meeting the letters from Shu-bing and Wuchow, complaining of the interference made recently by some of the British vessels sent to police the West River, with some native launches and junks, were read. The majority decided to ask the people of Wuchow and Shu-bing to furnish the League with a statement giving the names of those shops in which the remen of the British vessels had created the alleged disturbances together with the exact day and hour and other particulars for evidence so that the Canton Viceroy may be requested to make suitable representations to the British Consul at Canton on the matter. It was the opinion of the meeting that, as several cases of disturbance were reported to have taken place during the last few days created according to Chinese accounts, to Chinese vessels and even shops on land by British seamen, the leading British merchants at the ports of Canton and Hongkong should be requested to move their Consul and the British Admiral to bring about a more satisfactory arrangement, or to withdraw the West River flotilla altogether. The appeal to the British merchants is due to the fact of their large dealings with Chinese traders and their help is also needed in the matter. If this step fails, they will take other steps to deal with the British merchants in their trade intercourse, and representatives will be sent to England to confer with the British Government on the subject. The Chairman, Mr. Wong, advised the launch owners to transfer their flags on the 15th day of the present moon instead of the 1st day of the next. The representatives of the stern launch owners guild stated that, if revision is at once effected in the regulations governing the inspection of boilers and if the Viceroy will grant the request to appoint Tsai Hai Han to inspect the launches instead of a foreign officer as at present, they will be quite willing to transfer their flags without exception on the day suggested by Mr. Wong.

At the meeting several other questions were discussed and another meeting was arranged to take place on the 15th instant.

Mr. Li Chai-liang presented to the League a clock to be hung on the wall for the sake of punctuality, and in future all meetings will commence at a clock in the afternoon.

During the last two days several steam launches have changed their flags and secured Chinese registry.

DEATH OF A MACAO MILLIONAIRE.

THE LATE MR. LU-KAU.

Mr. Lu-kau, the Chinese millionaire of Macao, is dead. Such is the brief report which reached us from the Portuguese colony. Briefly put, the career of the deceased may be summarised as a truly meteoric one. From a native bank coolie to messenger, and successively accountant, manager and banker, then opium farmer, gambling monopolist in Macao and later at Canton, the rise of Mr. Lu-kau to a position of social eminence and means in his own limited sphere has been directly and may be wholly attributed to the tainted money of the gambling board. The late Mr. Lu-kau's connection with Hongkong is that of a land proprietor and owner of a small Chinese bank; but it is in Canton that his largest interests latterly lay in the extensive monopolies he held after the departure of the redoubtable Shum and the revival of the *pai-pai* and *san-pai* lotteries by the *wea* *Coow-shu*. Lu-kau was a *persons profits* with the latter Viceroy from whom he held the farm whose royalty ran into seven figures annually. When Shum's re-appointment for a second term to Canton was reported, the gambling farmers seeing their privilege threatened by the advent of Shum despatched a special embassy to Peking to plead their case. But the mission was premature and Shum chose the quieter environments of Kanyang to the troublous surroundings at Canton. The anxious tidie made considerable inroads into the deceased's health, and aggravated by advancing years his impaired constitution fell a victim to heart failure from which he succumbed at his residence at Macao on Saturday morning after returning from supper at the Chinese Club at mid-night. Had Lu-kau lived he might have played a leading part in a *cavea c-lebra* wherein a prominent local institution would assume the first rôle.

KOWLOON SHIPBUILDING.

CONSTRUCTION WORK AT THE DOCK CO'S YARD.

With the launching of the large steam tug *Engineer* last week for the Engineer Corps of the U. S. Military Department at Manila, the shipyard at Hui-chong is by no means depleted of vessels on the stocks. As a matter of fact, although there are no orders for large constructional work on hand, the building department of the Hongkong and Whampoa Dock Co. have their hands pretty full with several vessels of small tonnage to the order of local firms and of the Philippine Government. Messrs. Goddard and Douglas, who superintended the construction of the *Engineer* on behalf of the Military Authorities at Manila, are also looking after the building of the three large-sized steel launches for the Quarter-Master Department at Manila. Considering that the local Dock Co. successfully underbid Singapore, Shanghai, and Japan in their tenders, there is every probability, as our representative was authoritatively informed, that the orders for the other vessels required by the same department of the U.S. Government will be sent to Hongkong for execution. In fact, had the amount appropriated to the budget for additional launches and barges been available, orders would already have been placed with the Hongkong Company for several more launches of the larger dimensions urgently required for the Manila harbour as well as inter-island duties. It is, however, the orders are held in abeyance pending new votes to be taken for the expenditure during the next fiscal year.

For the use of the Dock Co. itself an improved tug to replace the stranded *Robert Cook* is well advanced in construction. The increased tonnage of the port and of the vessel making this the terminal port necessitate a powerful tug to handle the large Pacific steamers requiring drydocking in Hongkong.

The Hamburg-America Line have been valued constituents of the local shipyard, and for that important concern the Kowloon works are completing a composite tug of seventy-five feet in length for the Singapore service. Notwithstanding the fact that the Tanjong Pagar Dock Board has to-day the status of a quasi-official concern, the leading local shipbuilders have succeeded in securing the H.A.L. contract against the Singapore Docks for a vessel intended for service within the waters of the sister colony.

The N.D.L. have already had practical acquaintance with the capabilities of the yard across the water in the building line and in awarding the contract to Mr. Pobi Mitchell for a steel sea-going tug of 120 ft. in length they know what to expect from the chief manager of the Hongkong and Whampoa Dock Co., and in that they are sure not to be disappointed.

The adaptability of the lighters built in the Colony for the Bangkok service has been demonstrated to the advantage of Hongkong. At the yards at Kowloon can be seen another twin-screw steel iron cargo lighter. It is similar in all respects to those already turned out for the N.D.L. and will be towed to Bangkok as soon as it is out of the builders' hands.

Of minor works may be mentioned two steam-launches for local firms. Both are built of wood, one being a very diminutive boat of only 55 feet long. They are intended for harbour work.

FIRE AT YAU-MA-TI.

OUTBREAK CAUSED BY A CARELESS YOUTH.

A fire, which was caused by a youth playing with a box of matches, broke out yesterday forenoon in the verandah of house No. 23, Station Street, Mongkok. The boy, who is about ten years of age, threw a lighted match into a large basket containing empty match boxes, which was placed in one corner of the verandah, in order to save his fingers. The match boxes soon ignited and the flames spread to the ceiling, thence to the wooden windows and doors. The Yau-ma-ti fire brigade, in charge of Inspector McHardy, answered promptly to the call, and in less than half an hour they had the fire, which on their arrival was eating its way into the house, suppressed. The building was not insured, and the damage done is estimated at \$100.

SHIPPING AND MAILS.

MAILS DUE.

G. (Prins Blud-Friedrich) 17th inst., 11 a.m.
Gen. (Prins Regent Luitpold) 19th inst.
Indian (Lightning) 19th inst., 11 p.m.
German (Sachsen) 24th inst.
Indian (Pookhoo) 25th inst.
Australasian (Tasman) 27th inst.
Australasian (Chinglo) 31st prox.

The Boston S. S. Co.'s s.s. *Shawmut* arrived at Victoria, B.C., on 15th inst.

The s.s. *Carnarvon* left Singapore on 14th inst. at 6 p.m., and is due here on 21st inst., at daylight.

The M. M. Co.'s s.s. *Saxonia*, with the next French mail, left Singapore on 15th inst. for this port, via Saigon, at 4 p.m.

The Imperial German Mail s.s. *Prins Regent Luitpold* left Shanghai on 15th inst. at 5 p.m., and may be expected here on 17th inst., 11 a.m.

The P. & A. S. S. Co.'s s.s. *Albia* will be due to arrive at this port on 22nd inst. The s.s. *Nicomedia* will be due to arrive here on 24th inst.

The Imperial German Mail s.s. *Sachsen* left Kobe via Nagasaki and Shanghai on 15th inst. 11 p.m., and may be expected here on or about 24th inst.

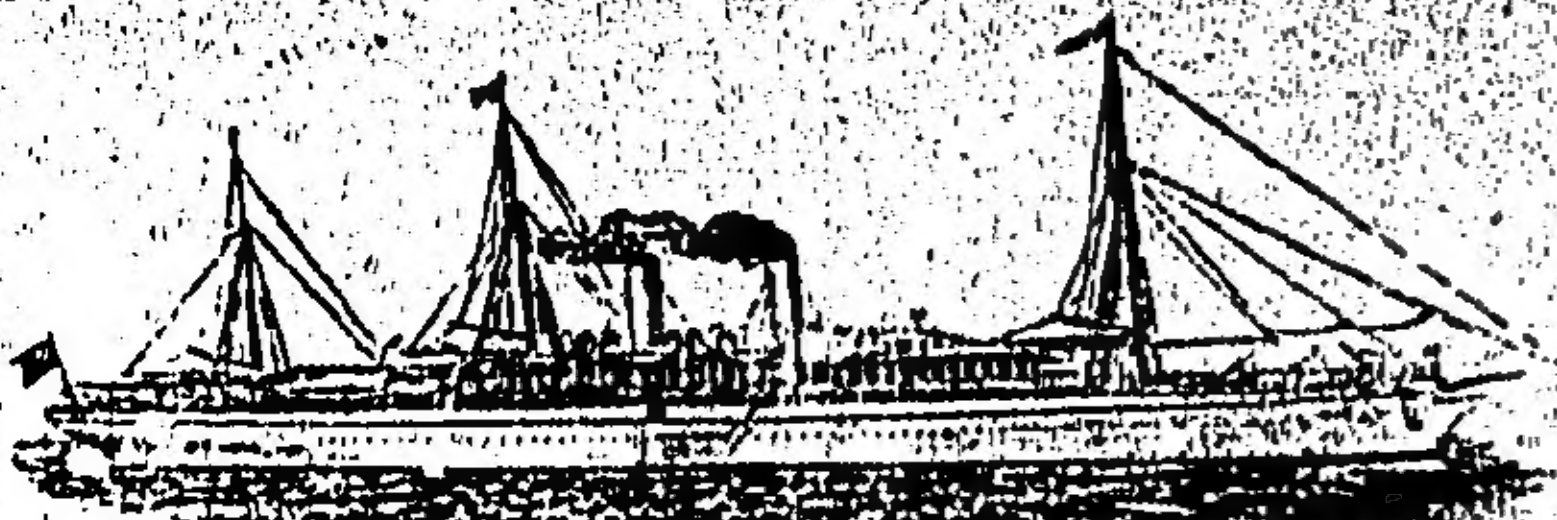
The N. Y. K. s.s. *Kanagawa Maru*, European Line, left Kobe for this port via Moji and Shanghai on 14th inst., and is expected here on 23rd inst.

The T. K. K. s.s. *Hongkong Maru* will sail from Yokohama on 16th inst. for Hongkong via Japan ports and Shanghai, and will be expected to arrive at this port on 26th inst.

The C. P. R. Co.'s s.s. *Taylor* arrived at Yokohama on 15th inst. and is expected to arrive again at 6 a.m., Tuesday, for Kobe, where it is due to arrive at noon on 21st inst.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration)	
K.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA"	6,000	THURSDAY, Dec. 19th	Jan. 6th
"EMPRESS OF INDIA"	6,000	THURSDAY, Jan. 16th	Feb. 3rd

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and ALBERTA, with the Company's New Patrial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 24 days from HONGKONG.

Hongkong to London, 1st Class 10/10 St. Lawrence River Lines or New York 7/10.

Steamers, and 1st Class on Railways, via St. Lawrence 4/10. Via New York 4/10.

First-class rates include cost of Meals and North to Sleeping Car while crossing the American Continent.

K.M.S. "MONTAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Indian Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to: U. W. CHADDOCK, General Traffic Agent for China, Corner Paddar Street and Praya.

Hongkong, 14th October, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	KINGSINGI	TUESDAY, 17th Dec, 4 P.M.
SHANGHAI	CHOYSANGI	WEDNESDAY, 18th Dec, 4 P.M.
MANILA	LOONGSANG	FRIDAY, 20th Dec, 4 P.M.
SANDAKAN	MAUSANG	FRIDAY, 20th Dec, 4 P.M.
MANILA	YUENSANG	FRIDAY, 27th Dec, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	SATURDAY, 28th Dec, 3 P.M.
SGAPORE, PENANG & CALCUTTA	KUTSANG	TUESDAY, 31st Dec, 3 P.M.
SGAPORE, PENANG & CALCUTTA	LALSANG	TUESDAY, 7th Jan, 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single	Return
Penang	85	130
Calcutta	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chiofo, Tientsin, via Ching-Nan-Tau, and Yangtze River.

Taking Cargo on through Bills of Lading to Kadal, Lahad, Ditu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to:

JARDINE, MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWEILIN"	17th Dec, 4 P.M.
MANILA	"TEAN"	17th " "
NINGPO	"NI YUPO"	18th " daylight
HOIHOW & HAIPHONG	"SINGA"	21st " "
MANILA	"TAMING"	24th " 4 P.M.
SHANGHAI	"SHAUBHING"	25th " "
SHANGHAI	"YUOHOW"	28th " "
CEBU & ILOILO	"BUNGKANG"	28th " "
SHANGHAI	"KIUKIANG"	31st " "
MANILA, ZAMBOANGA & COLONIES	"TAIYUAN"	1st Jan. " "
CEBU & ILOILO	"KAIFONG"	3rd " "
YOKOHAMA & KOBE	"CHINGTU"	9th " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to:

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
KUHL	3540	Almond	MANILA	SATURDAY, 21st Dec, 1907.
ZAFIRO	1540	R. Rodger		SATURDAY, 28th Dec, 1907.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

CHINA & MANILA STEAMSHIP CO., LIMITED.

MANILA CARNIVAL.

A CARNIVAL is to be held in MANILA under Government auspices during the week commencing 3rd FEBRUARY, 1908. As an inducement to Hongkong residents to patronize this important event, besides enjoying a holiday of reasonable length, we have decided to dispatch our steamer "RUBI" on FRIDAY, 9th January, in the evening instead of 1st Noon on Saturday. The steamer will, therefore, reach Manila early on Monday morning, and in order that the full week's festivities may be enjoyed we shall not dispatch the steamer from Manila until SUNDAY morning, 9th February, at Daylight. Steamer will reach Hongkong again on the afternoon of Tuesday, 11th February.

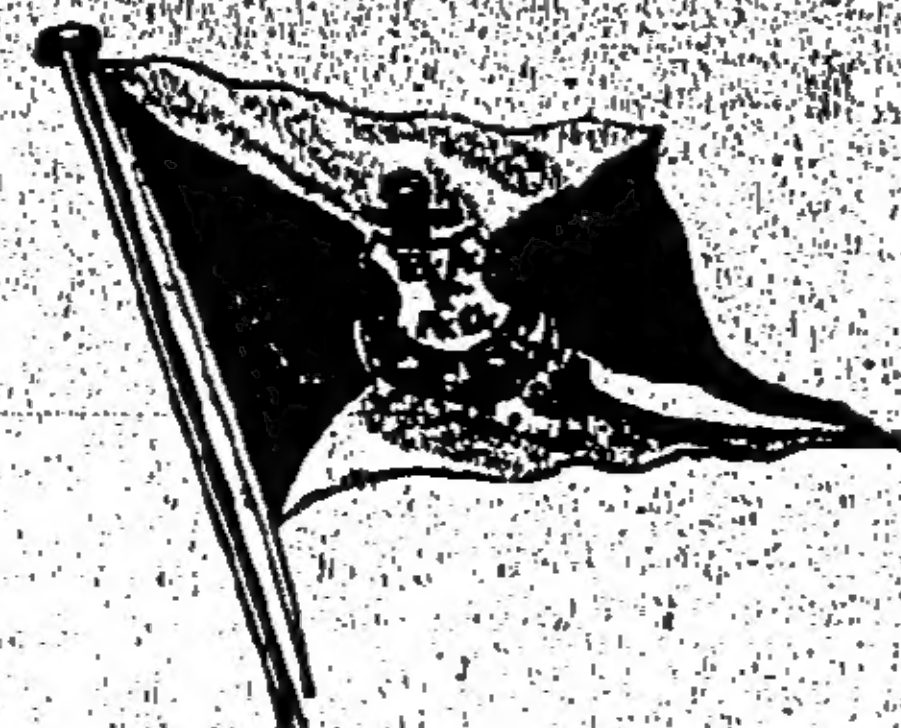
We have arranged a Special Fare for this Round Trip of \$50, and we shall allow passengers to remain on board during the stay in Manila for \$10 per day inclusive. We trust to secure sufficient passengers to justify our having offered this inducement.

For further particulars, apply to the Undersigned.

SHEWAN, TOMES & CO., General Managers.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



187 Ocean Steamer

with

916,000

Bf. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HAMBURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HAMBURG	21st Dec.	SCANDIA	9th Jan., 1908
RHENANIA	21st Jan., 1908	HAMBURG	30th Jan., 1908
HOHENSTAUFEN	22nd Feb., 1908	RHENANIA	26th Feb., 1908
		HOHENSTAUFEN	25th March, 1908

Hongkong, 14th December, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship To sail

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

HONGKONG, CALLAO

AND IQUIQUE via JAPAN PORTS

(KARATSU, KOBE and YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers	Tons	To sail
KATHERINE PARK	5,000	SATURDAY, 28th inst., Noon.
KASATO MARU	5,100	Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, York Building, Hongkong, 14th December, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM," Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers on steamers of the Company, have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 16th December, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER. "KWONG SAI" Capt. E. S. CROWE.

Leaves Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have an excellent Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$1.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD. SHIU ON S.S. CO., LD. No. 8, Queen's Road West. Hongkong, 2nd Jan., 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 17th inst., at 10 o'clock A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers, Hongkong, 16th December, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA.

MOJI, KOBE AND YOKOHAMA

Steamer	Tons	Captain	Sailing
Kumerici	6,232	Cowley	28th Jan.
Shawmut	9,600	E. V. Roberts	21st Feb.
Tremont	6,600	T. W. Garlick	17th Mar.
Suvarici	6,232	Shotton	9th Apr.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea; Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

† Cargo only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents, Queen's Buildings, Hongkong, 12th December, 1907.

SELF CURE NO. 1 TONIC

MARVEL UPON MARVEL! NO SUFFERER NEEDS NOW DESPAIR, but with a single dose of this Tonic, the weary sick of body, may safely, surely and speedily cure himself without the known danger of a second party. By the introduction of this NEW FRENCH REMEDY.

1 TONIC

A complete Tonic for the system, in a three-part medicinal science, which thousands have been restored to health and happiness who for years previously had been slowly dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for the system, in a three-part medicinal science, which thousands have been restored to health and happiness who for years previously had been slowly dragging out a miserable existence.

THERAPION No. 2—A Sovereign Remedy for the system, in a three-part medicinal science, which thousands have been restored to health and happiness who for years previously had been slowly dragging out a miserable existence.

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Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION, TO-MORROW and WEDNESDAY, the 17th and 18th DECEMBER, 1907, commencing each day at 3.30 P.M., at the CITY HALL (St. Andrew's),

A FINE SELECTION OF

JAPANESE WORKS OF ART.

INCLUDING—

VERY FINE DAMASCENE WORK, BEAUTIFUL EMBROIDERIES and BROCADES, OLD LACQUER WARE and CHOICE SILVER WARE, &c.

(The Damascene Work is by the celebrated O. Kama, the Kama family being the pioneers of the Damascene Work. Amongst this Collection there are some very fine Specimens.)

TERMS:—As customary.

On view from Saturday, the 14th December, 1907.

GEO. P. LAMBERT, Auctioneer.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. STEWART to sell by PUBLIC AUCTION, ON FRIDAY, the 20th December, 1907, at 2.30 P.M., within her residence, No. 4, Lochiel Terrace, Kowloon,

THE WHOLE OF HER VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED,

Comprising:— PLUSH-COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTELS with BEVELLED GLASS, SILK-EMBROIDERED PICTURES, SCREENS, TEAKWOOD SIDEBOARDS with BEVELLED GLASS, DINING TABLES and CHAIRS, MOUNTED IRON BEDSTEADS and BEDDING, TEAKWOOD WARDROBE with BEVELLED GLASS, MARBLE-TOP BUREAU with BEVELLED GLASS, CHEST-OF-DRAWERS, &c.;

ALSO One COTTAGE PIANO by F. Dörner & Sohn, Stuttgart; AND A quantity of PALMS in POTS.

Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th December, 1907.

Intimations.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 noon	12.30 noon	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.
Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes

SUNDAYS.

8.00 a.m.	9.00 a.m.	10.00 a.m.	11.00 a.m.	12.00 noon	1.00 p.m.	2.00 p.m.	3.00 p.m.	4.00 p.m.	5.00 p.m.	6.00 p.m.	7.00 p.m.
Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes

NIGHT CARS on Week Days.

SATURDAY.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th June, 1907.

THE EASTERN CYCLE CO.

3, ARSENAL STREET, WANCHAI.

BICYCLES—BICYCLES.

SPECIAL OFFERS DURING XMAS AND NEW YEAR FORTNIGHT.

MACHINES FOR LADIES, GENTLEMEN and CHILDREN OF ALL GRADES and GUARANTEED ENGLISH MAKES.

All Prices to suit individual requirements.

BICYCLE ACCESSORIES: LAMPS (gas and oil), BELLS, TYRES, CYCLOMETERS, INFLATORS, SPANNERS, and EVERY OTHER REQUISITE FOR CYCLISTS.

NEW BICYCLES FOR HIRE.

REPAIRS UNDERTAKEN, EXCHANGES EFFECTED.

THE EASTERN CYCLE CO., 3, ARSENAL STREET, WANCHAI.

Hongkong, 13th December, 1907.

O. C. MOOSA, 1 & 3, D'AGUILAR STREET.

FURS! FURS! FURS! IN VARIOUS SHAPES AND COLOURS.

DRESS FABRIC IN NEWEST PATTERNS.

SERGES, TWEEDS, VOILES.

LADIES' & CHILDREN'S UNDERCLOTHING, HOSIERY, GLOVES.

NOVELTIES IN SEQUIN AND LACE ROBES.

Samples on application. Coast port orders carefully executed.

Hongkong, 12th December, 1907.

COMMERCIAL

TO-DAY'S EXCHANGE.

Selling.	11.10 A.M.
London-Bank T.T.	110 1/2
Do. demand	110 1/2
Do. 4 months' sight	111 1/2
France-Bank T.T.	235 1/2
America-Bank T.T.	131 1/2
Germany-Bank T.T.	132 1/2
India T.T.	142 1/2
Do. demand	142 1/2
Shanghai-Bank T.T.	74 1/2
Singapore T.T.	23 1/2
Japan-Bank T.T.	92 1/2
Java-Bank T.T.	113 1/2

Buying.	11.10 A.M.
4 months' sight L/C	111 1/2
6 months' sight L/C	111 1/2
30 days' sight San Francisco & New York	111 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	111 1/2
4 months' sight France	235 1/2
6 months' sight do.	235 1/2
4 months' sight Germany	131 1/2
Bar Silver	7 1/2
Bank of England rate	7 1/2
Bank of France	31 1/2
Sovereign	113 1/2

SHIPPING.

ARRIVALS.

Carl Diederichsen, Ger. s.s., 774, J. Kayser, 14th Dec., Haiphong 12th Dec., and Hoilow 13th Dec., Gen.—J. & Co.
 Istok, Aust. s.s., 1,850, M. Zicac, 14th Dec., Singapore 8th Dec., Gen.—S. W. & Co.
 Friihof, Nor. s.s., 891, O. Andersen, 14th Dec., Haiphong 12th Dec., Rice—Angard, Thoresen & Co.
 Liffening, Br. s.s., 1,048, Wright, 14th Dec., Shanghai 1st Dec., Gen.—J. M. & Co.
 Gregory, Am. s.s., 2,901, S. H. Bolton, 15th Dec., Nagasaki 11th Dec., Gen. and Gen.—D. S. & Co., Ltd.
 Iyo, Mar. s.s., 3,018, Wm. Thompson, 15th Dec., Shanghai 12th Dec., Gen.—N. V. K.
 Haitan, Br. s.s., 1,183, J. S. Rösch, 15th Dec., Fochow 12th Dec., Amoy 13th Dec., and Swatow 14th Dec., Gen.—D. S. & Co.
 Laertes, Br. s.s., 1,274, J. R. Forsyth, 15th Dec., Amoy 14th Dec., Gen.—D. S. & Co.
 Huichow, Br. s.s., 1,217, E. Forsyth, 15th Dec., Tientsin 12th Dec., and Chefoo 10th Dec., Gen.—D. S. & Co.
 King Sing, Br. s.s., 1,223, Leach, 15th Dec., Canton 14th Dec., Gen.—J. M. & Co.
 Nippo, Br. s.s., 1,138, P. Richards, 15th Dec., Canton 14th Dec., Gen.—J. M. & Co.
 Kwangshai, Ch. s.s., 1,536, Wm. H. Hunt, 15th Dec., Canton 14th Dec., Gen.—C. M. S. N. Co.
 Chip Shing, Br. s.s., 1,199, F. Mooney, 15th Dec., Canton 14th Dec., Gen.—J. M. & Co.
 Empress of India, Br. s.s., 3,324, E. Beetham, R.N.R., 16th Dec., Vancouver (B.C.) 26th Nov., and Shanghai 13th Dec., Mails and Gen.—C. P. B.
 Choyang, Br. s.s., 1,424, Sandbach, 17th Dec., Shanghai 11th Dec., and Swatow 13th Dec., Gen.—J. M. & Co.
 Mandan Maru, Jap. s.s., 4,551, P. Hallstrom, 15th Dec., Kuchinozu 11th Dec., Gen.—O. S. K.
 Loongtang, Br. s.s., 1,092, S. J. Payne, 16th Dec., Manila 13th Dec., Gen.—J. M. & Co.
 Hue, Fr. s.s., 705, J. Pannier, 16th Dec., Haiphong via Pakhoi 10th Dec., and Kwong-chow-wan 12th Dec., Gen.—A. R. M.
 Shansi, Br. s.s., 1,228, F. Boyd, 16th Dec., Swatow 15th Dec., Gen.—B. & S.
 Hanoi, Fr. s.s., 739, Merles, 16th Dec., Haiphong 13th Dec., and Hoilow 15th Dec., Gen.—A. R. M.

Clearance at the Harbour.

Chipping, for Hongkong.
 Nippo, for Canton.
 Chipping, for Canton.
 German, for Haiphong.
 Laertes, for Singapore.
 Schuyler, for Singapore.
 Shansi, for Canton.
 Huichow, for Canton.

Departures.

Watling, for Shanghai.
 Haitan, for Haiphong.
 Jashin Maru, for Swatow.
 Drafer, for Swatow.

Wakamatsu Maru, for Moji.
 Standard, for Saigon.
 Nippo, for Shanghai, &c.
 Chipping, for Hongkong.
 Choyang, for Canton.

Passengers arrived.

Per Laertes, from Amoy—640 Chinese.
 Per Choyang, from Shanghai, &c.—Misses Black and Harkness.
 Per Greys, from Nagasaki—V. T. Dunne, and J. Christie.
 Per Haitan, from Canton—Mr. and Mrs. Jewell, Mr. Thurst, 15 Chinese, and 1 Japanese.
 Per Loongtang, from Manila—Messrs. H. J. Betterly, J. B. Sweet, Vincent Castellano and T. Robitally.
 Per Empress of India, from Vancouver—Mr. and Mrs. R. Holmer, Mrs. and Miss Lowery, Messrs. E. Jordan, R. McDonald, J. Richardson, Mr. and Mrs. D. E. Sinclair, Messrs. T. Burnside, J. Nelson, Mrs. H. Daey, Miss Cheney, Mr. and Mrs. W. M. Zumbo, from Yokohama—Mr. and Mrs. Chu Gow and 2 children, Messrs. J. Chant, T. H. Kershaw and F. P. Heap, from Kobe—Mr. and Mrs. A. W. Leadham, Miss Leadham, Messrs. L. and D. Connack, W. A. Stopani, and W. J. mes. From Nagasaki—Mr. A. H. Pringle, Mr. S. H. Iles, Mr. and Mrs. W. A. Avery, Mr. W. T. Payne, Misses M. and H. A. Little, Mr. and Mrs. Thos. Glass, W. H. Melcher, Abrens, 21 Europeans, and 80 Chinese in average.

Per Chipping, from Shanghai—Miss Russell.
 Per Iyo Maru, from Shanghai—Miss A. Smith, N. Kurosawa, Y. Takahashi, H. Uyeda, Y. Sato, Wong Feh Chuen, Num Mon Woy, Chee Ching Chin, Yuen Chen Yung, F. Tse Yai, Mr. and Mrs. Wong King Jai and 6 children, Miss Wong Shu Bing, Messrs. Wong Yee Kai, S. Ishikawa, Mr. and Mrs. J. Feury, Mr. and Mrs. M. Dwyer, Messrs. J. A. Jensen, D. Schmid, J. Ostilly, Misses B. Ostilly, C. Ostilly (2), 153 Chinese, 1 Filipino, and 6 Japanese.

Shipping Reports.

Sir. Loongtang, from Manila—Strong N.E. monsoon.
 Sir. Huichow, from Tientsin and Chefoo—Vice weather.

Br. Bus, from Haiphong and ports—Light monsoon, high sea.
 Sir. Shansi, from Swatow—Light N.E. wind and showery.
 Sir. Laertes, from Amoy—Strong N.E. monsoon and heavy rains.
 Sir. Choyang, from Shanghai via Swatow—Moderate monsoon and following sea; overcast weather.
 Sir. Lie-shing, from Shanghai—N.W. gale leaving Shanghai, moderate monsoon from Tung Yuog; fine.

Tr. Haitan, from Fochow to Amoy—Fresh N.E. monsoon and fine weather; Amoy to Swatow—Light N.E. monsoon and fine weather; Swatow to Hongkong—Light Easterly winds and rain.

VESSELS IN PORT.

STRENGTH.
 Borneo, Ger. s.s., 1,344, F. Samhill, 6th Dec., andakan 30th Nov., Timber and Gen.—M. & Co.
 Courfield, Br. s.s., 4,517, J. Wiseman, 11th Dec., Ching-wang-tau via Chefoo 7th Dec., Ballast—G. L. & Co.
 Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 10th Nov., Vancouver, B.C., 29th Oct., and Shanghai 17th Nov., Mails and Gen.—C. P. B. Co.
 Fukura Maru, Jap. s.s., 1,947, H. S. Wakamoto, G. K., Moji 7th Dec., Coal—M. B. G. K.
 Germania, Ger. s.s., 1,751, H. Lorenzen, 12th Dec., Haiphong via Pakhoi, and Hoilow 11th Dec., Rice—J. & Co.
 Glenesk, Br. s.s., 2,274, J. Rafforey, 30th Nov., Salina Cruz 16th Nov., Ballast—C. M. S. S. Co.
 Holstein, Ger. s.s., 985, A. Niehof, 11th Dec., Swatow 10th Dec., Gen.—J. & Co.
 Jacob Diederichsen, Ger. s.s., 623, Hensea, 8th Dec., Hoilow 7th Dec., Gen.—J. & Co.
 Kohsichang, Ger. s.s., 1,009, C. Rosietzky, 12th Dec., Bangkok and Tourane 7th Dec., Rice and Gen.—B. & S.
 Kweilin, Br. s.s., 1,107, Haidis, 14th Dec., Canton 13th Dec., Gen.—D. S. & Co.
 Mandan Maru, Jap. s.s., 4,541, P. Hallstrom, 16th Nov., Japan 21st Nov., Coal—M. B. G. K.
 Manila, Ger. s.s., 1,183, J. Minssen, 14th Dec., Melbourne and Sydney 19th Nov., Gen.—M. & Co.
 Mungana, Br. s.s., 1,644, R. Houghton, 12th Dec., Sandakan 11th Dec., Timber and Gen.—J. M. & Co.
 Mercedes, Br. s.s., 3,001, J. S. McGregor, 21st Dec., Weihaiwei 16th Sept., Ballast—Admiralty.
 Mongolia, Am. s.s., 8,750, R. H. Hathaway, 13th Dec., San Francisco 16th Nov., Honolulu 23rd, Yokohama 5th Dec., Kobe 7th, Nagasaki 8th, and Shanghai 11th, Mails and Gen.—P. M. S. S. Co.
 Paklay, Ger. s.s., 1,008, P. Wenzel, 9th Dec., Bangkok 29th Nov., Gen.—B. & S.
 Pataut, Ger. s.s., 1,086, W. Hubner, 10th Dec., Europe via Hongkong 27th Nov., Rice and Gen.—Order.
 Pittanulok, Ger. s.s., 1,267, D. Reimers, 13th Dec., Bangkok 1st Dec., Gen.—B. & S.
 Pronto, Nor. s.s., 838, T. Seeborg, 14th Dec., Haiphong 11th Dec., Rice—Wallem & Co.
 Sandown, Br. s.s., 2,466, A. L. Paterson, 4th Dec., Moji 26th Nov., Ballast—D. & Co., Ltd.
 Schuyler, Br. s.s., 3,343, R. Anderson, 13th Dec., Amoy 12th Dec., Gen.—S. O. Co.
 Sicilia, Br. s.s., 1,602, C. H. Watkins, R.N.R., 10th Dec., Southampton 31st Oct. Soshu Maru, Jap. s.s., 1,119, T. Suruga, 14th Dec., Swatow 13th Dec., Gen.—O. S. K.
 Taiwan, Br. s.s., 1,051, J. A. Martin, 28th Nov., Saigon 22nd Nov., Rice—Chinese.
 Tatsu Maru, Jap. s.s., 1,948, H. Terumine, 10th Nov., Kobe 20th Nov., and Moji 25th, Coal and Gen.—Wallem & Co.
 Tean, Br. s.s., 1,346, L. Outerbridge, 13th Dec., Manila 10th Dec., Gen.—B. & S.
 Telemachus, Br. s.s., 1,343, J. Williamson, 12th Dec., Saigon 4th Dec., Rice and Gen.—Wo Fat Seng.
 Victoria, Swed. s.s., 989, J. A. Hellberg, 4th Dec., Pihalongan and Samarang 21st Nov., Sugar and Cotton—Aagaard, Thoresen & Co.
 Wongkoi, Br. s.s., 1,111, W. Reher, 11th Dec., Saigon 5th Dec., Rice and Meat—J. & S.
 Woolwich, Br. s.s., 1,845, A. Stoker, 13th Nov., Moji 8th Nov., Coal—D. & Co., Ltd.

SAILING VESSELS.

Lawhill, Br. 4-masted bark, 1,951, 28th Aug., from New York, Case Oil—S. O. Co.

Steamers Expected.

Vessel	From	Agents	Due
P. E. Friedrich	Singapore	M. & Co.	Dec. 17
P. R. Luitpold	Shanghai	M. & Co.	Dec. 17
Yorolou Maru	Singapore	B. & S.	Dec. 17
Tiljow	Moji	J. C. L.	Dec. 17
Lightning	Singapore	B. & S.	Dec. 17
Shantung	Yokohama	B. & S.	Dec. 20
Nikko Maru	Moji	N. Y. K.	Dec. 23
Kanagawa	Singapore	N. Y. K.	Dec. 23
Sachsen	Japan	M. & Co.	Dec. 24
Fookang	Calcutta	J. M. & Co.	Dec. 25
H'kong Maru	Taipei	T. K. K.	Dec. 26
Taiyuan	Sydney	B. & S.	Dec. 27
Chingiu	Sydney	B. & S.	Jan. 3

The Ships Passed Canal.

12th November—Agamemnon, Glenhurst, Aragonia, Hirasu Maru, York, Benlarig, 15th November—Awa Maru, Sado Maru, Armand Behle, Stam, Klet, Maru, 19th November—Lanex, Moyuna, Cresswell, Ganger, 22nd November—Hilfshof, Dusseldorf, Manilla, Sunda, Yarra, Cornuon-shin, Charlton, Longs, 26th November—Australia, Rennock, Benwick, C. Ford, Laister, Habibure, Indrawadi, Antilochus, Atiyana, Prins Eilid Friedrich, 20th November—Roda, Hohani, Lilia, Salata, Salata, Tamba Maru, Sophia Rickmers, 3rd December—Australia, Claverton, China Wai, Dec. 6th—Denialder, Bavenus, Borneo, Ernst Simons, Glenroy, Pakling, Siliang, 10th December—Anthea, Ranca, Denleuch, Cuthbert, Kiliakia, Idoneta, Pelasos, Sula, Zilia, 13th December—Inaba Maru, Kawachi Maru, Yarra, Pirania, Prins Ludwig, Weycastle.
 Arrivals at Home—12th November—Nera, Tranquor, Brasilia, Dangle, Slavonia, Sambla, 19th November—Goben, Agamemnon, Anson, Bombay Maru, 20th November—Nanur, 22nd November—Klet, Salsome, Awa Maru, 25th November—Socotra, 26th November—Glenhurst, Longs, 29th November—Yarra, 3rd December—Roda, Salata, Denleuch, 6th December—Roda, Salata, Denleuch, 10th December—Hilfshof, Tamba Maru, 12th December—Belgravia, Ghana, Liberia, Ernst Simons.

DOCK RETURNS.

HONGKONG AND WHARF DOCKS.	At Kowloon Dock.
Neil McLeod	at Kowloon Dock
Garmatia	"
Woolwich	"
Borneo	"
Taiwan	"
Glenesk	"
Engleer	"
Shuokee	"
C. Hardouin	"
Hipsang	"

CHINA COAST METEOROLOGICAL REGISTER.

December 14th, 1907, a.m.

	Bar.	Th.	Hum.	Wind.	W.
Vladivostok.....	6 a.m.				
Nemuro	7				64
Hakodate	"	10.42		NE	4
Tokio	"	30.57		SE	2
Kobe	"	30.11		SE	10
Nagasaki	"	30.11		W	0
Kagoshimi	"	30.10		W	0
Oshima	"	30.24		S	0
Naha	"	30.17		2	0
Iatagajima.....	"	31.13		NE	4
Bonin Is.	"	30.20			2
Cheloo	6 a.m.				
Weihaiwei	6 a.m.	30.58	22	N	3
Hankow	6 a.m.	30.47	49	78	c
Stokholm	"	30.49	49		
St. Petersburg.....	9	30.43	49	64	NE
Cuttah	"	30.33	51	86	NE
Shant Peak.....	"	30.27	61	74	N
Amoy	6 a.m.	30.11	55	87	NW
Swatow	"	10.18	57	75	N
Taihekoo	5 a.m.	30.19	71	1	0
Tientsin	"	30.17	75	1	0
Tsinan	"	30.15		N	2
Koshan	"	30.11		N	6
Pescadores	3 a.m.	30.25	56	69	N
Hongkong	10 a.m.	30.20	71	41	NE
Victoria Peak	"				2
Gap Rock	"				
Macao	"	10.20	65	N	2
Hoihow	9 a.m.				
Pakhoi	"				
Phuilen	10 a.m.	30.24	61	N	2
Tourane	"	30.12	70	NW	2
C. St. James	6 a.m.	29.94	75	75	W
Apariti	6 a.m.	30.17	71	71	E
Leguipi	6 a.m.	29.96	82	77	W
Leguipi	6 a.m.	29.91	79		2
Bar'nod	9 a.m.			MNE	2
Ilolo	"	29.87	82		2
Cebu	"	29.93	83	NE	2
Labanun	"	29.84	84		c

MESSAGERIES
MARITIMES.
FRENCH MAIL STEAMERS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5

STOCKS.	NO OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	RETURN AT CURRENT QUOTATION: BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	40,000	\$125	\$125	\$1,000,000 \$11,750,000 \$250,000	\$1,797,167	\$1.15/- for 1-year ending 30.6.07 @ ex 3/2 3/16 = \$16.04	5 %	\$720 sellers \$715 sellers new issue London 28.1.07
National Bank of China, Limited	9,925	£7	£6	\$127,735 \$300,000	\$71,293	\$2 (London 3/6 for 1907)		\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	£350	\$50	\$1,600,000 \$19,058 \$41,919 \$125,000 Tls. 100,000 Tls. 80,941	none	\$20 for 1906	8 1/2 %	\$245
North China Insurance Company, Limited	10,000	£15	£5	\$3,000,000 \$70,000 \$456,407 Tls. 157,151 \$817,628	Tls. 224,414	{ Final of 7/8 per share making in all 15/- for 1906 = Tls. 2.65 }	6 %	Tls. 87
Union Insurance Society of Canton, Limited	12,400	£250	\$100	\$1,000,000 \$30,000 \$456,407 Tls. 157,151 \$817,628	11,460,410	{ Final of 5/12 making \$42 for 1905, and interim of 5/12 for 1906 }	5 1/2 %	\$792
Yangtze Insurance Association, Limited	8,000	£100	£60	\$8,000,000 \$159,143 \$1,988	\$394,520	\$1 for year ending 31.12.05		{ \$140 buyers \$125 buyers }
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$320,449 \$7,616	\$362,980	\$2 and bonus \$2 on 1.05	8 1/2 %	93 buyers
Hongkong Fire Insurance Company, Limited	8,000	£250	\$50	\$1,000,000 \$320,449 \$7,616	\$435,235	\$40 for 1905	12 1/2 %	\$335 sales
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$7,000 \$204,838 \$30,000	\$305	\$1 for 1906	6 1/2 %	\$15
Douglas Steamship Company, Limited	10,000	£50	\$50	\$50,000 \$50,000	Nil.	\$4 for year ending 30.6.07	10 1/2 %	\$38 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	£15	\$15	\$50,000 \$86,989	127,101	\$1 for 1st half-year ending 30.6.07	6 1/2 %	\$30 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	10,000	£5	£5	\$60,000 \$370,000	£3,694	\$1 for 1906 @ ex 3/2 = \$1.14 per share	3 1/2 %	{ \$41 \$39 }
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372 \$400,000	Tls. 15,327	Interim of Tls. 12 for account 1907	12 1/2 %	{ Tls. 44 Tls. 50 sellers 43/- }
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,871 \$6,000	172,370	Interim of 1/- (Coupon No. 8) for a/c 1907	4 1/2 %	\$22 buyers
"Star" Ferry Company, Limited	10,000	£10	£5	\$32,957 Tls. 98,000 Tls. 419,479 Tls. 62,000 Tls. 81,200 Tls. 30,000	1137	{ \$1.00 for year ending 30.4.1907 \$0.50 }	4 1/2 %	\$11 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	£0	Tls. 81,200 Tls. 30,000	18,730	Final of Tls. 12 making Tls. 6 for 1906	12 1/2 %	Tls. 48 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	£100	£100	\$450,000	10,218	\$8 for year ending 31.12.06	8 %	\$100
Luxon Sugar Refining Company, Limited	10,000	£100	£100	one	8,935	Tls. 4 (8%) for year ending 31.8.06	5 %	\$10 buyers Tls. 80 buyers
Perak Sugar Cultivation Company, Limited	10,000	£50	£4.50	100,000				
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £15,000 £84,397 }	£11,556	Final of 1/8 (No. 9) for 1907	7 1/2 %	Tls. 151 buyers
South Australian Gold Mining Company, Limited	150,000	£1	£1/10	£4,873	11,358	No. 12 of 1/- = 48 cents		38 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	£64,124	110,335	\$1.75 for year ending 31.12.06	12 1/2 %	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	£100	£10	{ £100,000 £23,152 £30,000 £100,000 £50,000 £1,000,000 Tls. 487,210 Tls. 100,000 Tls. 197,100 Tls. 75,000 }	13,047	Interim of 42 for six months ending June 30th 1907	6 %	165 sellers
Hongkong and Whampoa Dock Company, Ltd.	10,000	£50	£10	\$1,000,000	491,580	\$4 for 1st half-year ending June 30th, 1907	8 1/2 %	\$97
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	Tls. 1,000,000	16,10,459	Tls. 3 for year ending 30th April 1907	4 1/2 %	Tls. 714
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 100,000 Tls. 197,100 Tls. 75,000	16,23,117	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 205
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 141 months ending 28.2.07	6 %	Tls. 1021
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$30,000	\$10,908	\$2 1/2 for year ending 30.6.07	10 1/2 %	\$27 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000	10,178	\$1.80 for 1906	13 1/2 %	\$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,971 \$6,075	110,925	\$4 for 1st half-year ending 30.6.07	10 %	100 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	£100	\$250,000	\$56,218	Interim of \$3 1/4 for half year ending 30.6.07	7 1/2 %	\$19
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$208,386 \$50,000	111,507	80 cents for 1906	7 1/2 %	\$105
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	one	1,089	\$2 1/2 for 1906	7 %	\$35 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 70,000	16,61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 100 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	11,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906		Tls. 48 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	1,500	\$10	\$10	Tls. 45,939 \$60,000	\$14,269	50 cents for year ending 31.7.07	5 %	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)		Tls. 50
Laou-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 31,469	Tls. 8 for 1906		Tls. 70 sellers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 25,257	Tls. 50,063	Tls. 50 for 1906		Tls. 280 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	5,604	£2/6	£2/6	£1,299	£638	1/3 per share for 1906	9 %	164
Campbell, Moore & Co., Limited	1,200	\$10	\$10	10,000	365	\$3 for 1905		\$10 buyers
China-Buenos Company, Limited	10,000	\$12	\$12	one	Nil.	\$1 for 1905		\$101 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 689	Final of Tls. 5 making Tls. 10 for 1905		Tls. 60 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$25,000	60 cents for year ended 31.12.05		16
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000 \$ 0 000	1855	80 cents for 1906	8 1/2 %	19 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$5,000	\$2,974	\$1.30 for year ending 31.7.07	8 %	\$161 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$11,000	110,804	Interim of 50 cents per share for a/c 1907	9 %	\$11
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	115,002	\$2 1/4 for year ending 28.2.07	11 1/2 %	\$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,953	1 per share for year ending 28.2.07	6 1/2 %	\$15
Hongkong Ice Company, Limited	5,000	£25	£25	\$100,000	14,461	Interim of \$4 for 1-year ending June 30th '07	8 1/2 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,900	\$10	\$10	\$65,000	14,211	Interim of 80 cents per share for a/c 1907	8 %	\$25
Maatschappij tot Exploitatie van Landbouwen- plaat in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 547,550 Tls. 27,693	Tls. 10,374	{ Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907 \$100 sh. or period of 10th Oct. to 30th Apr. '07 }	8 1/2 %	Tls. 355 buyers \$13
Peak Tramways Company, Limited	25,000	\$10	\$10	none	\$2,655		8 %	\$5 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	none	Dr. P. 34,324	None		Tls. 107 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Tls. 7,990	Interim of Tls. 3 1/4 for account 1907	7 1/2 %	Tls. 45 sellers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,751	Tls. 4 for 1905		Tls. 65 sellers
Shanghai Horse Bazaar Co., Ltd.	4,400	Tls. 50	Tls. 50	Tls. 67,323 Tls. 45,000 Tls. 8,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906		
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 24,820 Tls. 50,000	Tls. 2,843	Interim of Tls. 5 for a/c 1907	9 %	Tls. 113 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 190,000	Tls. 85,592	{ Interim of 15/- for account 1907 (old) Interim of 1 1/3 for account 1907 (new) }		Tls. 335 buyers
Shanghai Waterworks Company, Limited	16,350	£20	£20	none	Dr. \$41,934 \$478	None		115 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none		40 cents for year ending 31.5.07	6 1/2 %	\$8
Steam Laundry Company, Limited	20,000	\$ 5	\$ 5	none		Tls. 6 1/4 for year ending 30.4.07		Tls. 97
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,293 Tls. 4,000 }	Tls. 201	First year		\$ 0 1/2 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$349	{ 80 cents on 9,900 ord. shares and \$10.80 on 100 Founders shares for y. end. 31.5.07 }	8 %	\$10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$55,000	\$1,360	Interim of 30 cents for account 1907	7 %	\$10 buyers
Watson, (A. & J.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000 }	\$5,482	{ Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 }		\$5 buyers
William Powell, Limited	15,000	\$10	\$10	none	\$41			

* These shares are entitled to half of the profits.



**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

**STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.**

(Through Bills of Lading issued for BATAVIA
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

1 "DELTA,"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 28th December, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *India*, 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hong Kong.


Silk and Valuables, all Cargo for France and Tea, for London (under Government License) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Oceanic* due in London on 8th February, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 14th December, 1907.

Anti



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON.
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TOURANE"
 Captain Lancelotti, will be despatched for
 MARSEILLES on TUESDAY, the 24th
 December, at 1 P.M.

Passage tickets and through Bills of Lading
 issued for above ports, and for Australia, will
 prompt transhipment at Colombo.

Cargo also booked for principal places in
 Europe.

Next sailings will be as follows:—

S.S. ARMAND BEHC	7th Jan., 1928
S.S. SALAZIE	21st Jan, 1928

J. MILET,
 Agent

Hongkong, 10th December, 1927.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast)
PROPOSED SAILINGS FROM HONGKONG
FOR BOSTON AND NEW YORK.
S.S. " " "
For Freight and further information, apply to
DODWELL & Co., LIMITED
Agents,
Hongkong, 5th October, 1907

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REQUISITES.

&c. &c. &c.

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Hongkong, 16th May, 1905.

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